

RAILROAD NICKNAMES.

TERSE NOMENCLATURE OF VARIOUS BIG RAILWAY LINES.

How Titles of Some Well Known Railroads Are Truncated and Abbreviated. Why Some of the Names Are So Applied—The Stove Committee.

A gentleman of an inquiring turn of mind asked Chauncey M. Depew some time ago how many railroad nicknames there were. The New York Central's president blandly replied, "Just as many as you have a mind to make."

"But how many do you know?" persisted the questioner.

"Well, I have heard the Pittsburgh, Fort Wayne and Chicago road called 'Paddy Finnigan's Wife and Children,'" said Mr. Depew; "but really, if you want a list of railroad nicknames I should not dare undertake to make one."

Other well known railroad men were solicited to furnish the desired information, but in each case inability to encompass the subject was pleaded. "I have heard," said one of these gentlemen, "that the nickname 'Nickel Plate' was given to the New York, Chicago and St. Louis railroad by William H. Vanderbilt when he bought it. He was grumbling at the price he had to pay, and remarked, 'Why, if the infernal road was nickel plated it couldn't cost much more.'"

Failing to obtain all the information desired from the railroad presidents, the inquirer turned his attention to the general managers. In the ranks of those indispensable functionaries was one man who actually became interested in the subject. He said gently, "I cannot tell you much on my own authority, but between ourselves and the 'stove committee' I think we can make up a list."

THE "STOVE COMMITTEE'S" LIST. The "stove committee," he explained, is the source of all railroad information for which no railroad officer is willing to be directly responsible. There is a "stove committee" connected with every railroad. It keeps watch of things, discusses internal and external policies, criticizes the officers of the road, and passes out to the world through devious and untraceable ways "tips" of what is going to happen.

If an unpopular officer or agent of a railroad company is about to be removed or transferred to some post less desirable than the one he has occupied, he generally gets his first information about it from the mysterious "stove committee." A conspicuous illustration of this fact may be cited in the case of Charles Francis Adams, who was deposed from the presidency of the Union Pacific. The news of his prospective fate, which was waited into the office of The Times from the well posted "stove committee," met with repeated denials from Mr. Adams, but he was finally obliged to admit its correctness.

But to return to the list of railroad nicknames. The "stove committee" conjured up by the general manager evolved the following list:

Big Four—The Cleveland, Cincinnati, Chicago and St. Louis railroad.

Nickel Plate—New York, Chicago and St. Louis.

The Soo—Minneapolis, St. Paul and Sault Ste. Marie.

Pennsylvania—Pittsburgh, Cincinnati and St. Louis.

Queen and Crescent—Cincinnati, New Orleans and Texas Pacific.

Monon—Louisville, New Albany and Chicago.

Nypanso—New York, Pennsylvania and Ohio.

Maple Leaf—Chicago, St. Paul and Kansas City.

Clover Leaf—Toledo, St. Louis and Kansas City.

Cotton Belt—St. Louis, Arkansas and Texas.

Blue Grass—The Kentucky Central road.

The Sunset—Southern Pacific railway.

The Consolidated—New York, New Haven and Hartford.

Katie—Missouri, Kansas and Texas.

Big Sandy—Elizabethtown, Lexington and Big Sandy.

SIGNIFICANCE OF THE NAMES.

The above list includes the nicknames most in use. In addition to these there is a very large number of abbreviations of the names of railroads which are a part of the railroad parlance of the day. There is the Central, for the New York Central and Hudson River road; West Shore, for the New York, West Shore and Buffalo; Erie, for New York, Lake Erie and Western; Lackawanna, for Delaware, Lackawanna and Western; Santa Fe, for Atchison, Topeka and Santa Fe; the Frisco, for St. Louis and San Francisco; R. T. and N. O., for Richmond, York and Norfolk; and the Plant system for the Savannah, Florida and Western and the Charleston and Savannah roads. There are many others that the "stove committee" could not remember at the moment.

The Buffalo and Southwestern, which was at first abbreviated to B. and S. W., is now known locally as "Brandy and Soda Water," and the Buffalo and Jamestown railroad is familiarly spoken of as "The Jimtown."

Most of the nicknames are significant of some peculiar feature or character of the railroad systems to which they are applied. For instance, the "Big Four" is applied to a system formed by the consolidation of four roads—viz., the Cincinnati, Indianapolis, St. Louis and Chicago; the Cleveland, Columbus and Cincinnati; the Indianapolis and St. Louis; and the Cairo, Vincennes and Chicago line. The Maple Leaf is appropriate because a line drawn around the various points to which the Chicago, St. Paul and Kansas City lines outlines a maple leaf. The Clover Leaf fits the Toledo, St. Louis and Kansas City for the same reason.

The Kentucky Central is called the Blue Grass because it runs through the blue grass region. The Queen and Crescent describes the Cincinnati, New Orleans and Texas Pacific, inasmuch as Cincinnati is called the Queen City and New Orleans the Crescent City. The Nypanso is simply a condensed abbreviation of New York, Pennsylvania and Ohio, as N. Y., P. and O. The "Soo" takes its name from the Sault Ste. Marie, and the Monon applies because it is the main junction on the line of the Louisville, New Albany and Chicago.—New York Times.

Venus and Mercury. The planet nearest the sun is Mercury, which is on the average about 36,000 miles away from that orb. Venus is nearer to the earth than any other planet. When both these bodies are on the same side of the sun, and when Venus is nearly on the same line with the sun when viewed from the earth, it is only 26,000,000 or 27,000,000 miles away from us. The fixed star nearest to the earth, so far as known, is the Centauri, which is about 29,000,000,000 miles off.—St. Louis Globe-Democrat.

Bread Consumption. The weekly consumption of bread per inhabitant in the United States is only five and one-half pounds, or about three pounds less than the general average for all countries of Europe. At the rate of only five and one-half pounds of bread weekly per inhabitant in the United States the annual consumption represents the enormous amount of 17,100,000,000 pounds.—American Market and Critical Buyer.

The southern author Cable is a man of slender physique and medium stature. His beard and eyes are dark, and his high forehead is surmounted with a head of jet black hair. He has a soft, almost feminine voice, and is 45 years old.

A PERUVIAN RAILWAY.

Expensive to Run and Repair Because of High Hills and Many Freshets.

The Oroya road is a very remarkable piece of engineering work, executed, perhaps, not wisely but too well. The difficulties surmounted are enormous. The constructor, an American, Henry Melges, used to say, "I was told, at certain arduous points, 'The line has to go there, and if we can't find a road for it we'll hang the track from balloons.'" This remark illustrates the boldness and almost recklessness with which the line has been built, and even now, fine as the work is, it is in constant danger of destruction in many parts. Every year sections of the line, bridges and viaducts are swept away by floods and landslides which cannot be foreseen.

A waterspout bursts on a mountain peak, an immense volume of water, mud and boulders dashes down, and half an hour later all is calm again; but the railway track has disappeared, or one of the bridges will be found twisted into a knot half a mile away from its proper place. For this reason the line must always be very expensive and difficult to keep in repair. The working of it is also very expensive on account of the high price of coal and the quantity required by the continuous firing required to force the train up the steep gradients.

As it is, the locomotives have 22 inch cylinders, and the steam pressure all the way has to be kept at 140 pounds to the square inch. The maximum train is five cars, weighing eight tons each and carrying ten tons of cargo, and in order to drag this weight from Lima to Chicla the locomotive burns seven tons of first class English coal. The maximum gradients are 4 per cent, and the maximum curves 130 meters radius. This radius is found in all the tunnels, of which there are forty between Lima and Chicla, the longest measuring 250 meters. The number of bridges is sixteen, the longest being the Yungas viaduct. The total distance from Callao to Chicla, where the rails end, is 86½ miles.

The Oroya line, on which the Peruvian loan of 1870 of \$3,320,000 sterling was expended, was not finished for want of funds, and the portion of it that was completed has never paid. The original idea was to carry the line to La Oroya, in the transandine province of Junin, and the survey and much of the earthwork and tunnels were executed before the money gave out in 1873. The summit tunnel through the Paso de Galera, between 1,100 and 1,300 meters long, is open, and from the plains it appears to be an interesting piece of work, being on a vertical curve with 84 per cent gradients on the Pacific slope and the Cordillera, and just enough for drainage on the Atlantic slope, where the line runs for 4½ kilometers with gradients of from 3 to 4 per cent, and then for the rest of the distance to La Oroya, 43 kilometers over easy ground.

The summit tunnel of the Paso de Galera is the fifty-eighth from Lima; it is distant from Callao by the rails 104 miles, and stands at a height of 4,514 meters, or 15,000 feet above the level of the sea, thus making the Oroya the highest of all the projected transandine railways.—Theodore Child in Harper's.

English Conservatism. The careful and conservative spirit which characterizes so much of the work done in England is shown in connection with the recent splendid piece of work, the City and South London railway. While many of the details of the line are carried out with the perfection of modern electrical skill, there are some points in connection with it which are so much behind modern progress as to appear in a measure inconsistent with the enterprise which characterizes the rest of the work. It appears that the elevators leading to the underground stations are operated by hydraulic power. There is a good deal of dissatisfaction that electricity has not been used for this purpose. Nothing could be better adapted for working lifts, the motors, and the saving in expense would have been considerable.

Unless the elevators are balanced, there is a plunging volume of high pressure water wasted every time each hoist is used, whereas if the motors were employed the generator would need supply little more than the power wanted in general friction.

Another fact which has been freely criticized is the use of an air brake where electric power is available. It has been urged that the block system arrangements, and the cut off of the supply from a moving train in case of necessity, are objections to its use.

If these are obstacles they can be easily overcome, and the special loads which supply the carriage lamps could supply the motive power for the brakes. It is argued that this combination in the same plant of hydraulic distribution, compressed air and electric traction is a somewhat anomalous one.—New York Commercial Advertiser.

Dignity in a Cat. The heartless and deliberate rudeness of the cat's behavior on occasion would, had she been a man, have unquestionably justified shooting at sight. The courtesies in the most slavish palace of the east would have rebelled if they received the treatment she meted out to those who waited on her hand and foot. After a devoted admirer had hunted breathless and bareheaded over a large garden and under a blazing July sun, lest puss should lose her dinner, and had at last brought her into the dining room in his arms, that cat, instead of showing any gratitude, and instead of running with pleasure to the plate prepared for her, has been known to sit bolt upright at the other end of the room, regarding the whole table with a look of undisguised contempt, her eyes superciliously half shut, and a tiny speck of red tongue protruding between her teeth.

If the thing had not been so exceedingly well done it would have been simply vulgar; as it was, it amounted to the most exasperating form of genteel brutality imaginable. The company having been at last thoroughly stared out of countenance and put down by this monstrous exhibition of international rudeness, the cat in question slowly rose to her feet, and digging her claws well into the carpet, stretched and balanced herself, while yawning at the same time with lazy self-satisfaction. After this she proceeded by the most circuitous route observable to the plate prepared for her, evidently intending it to be clearly understood that she held its presence under the table to be due in some way or other to her own skill and forethought, and that she in no sense regarded herself as beholden to any other person.—London Spectator.

TRUTH TRIUMPHANT. We are proclaimed, even against our wills. If we are silent, then our silence speaks. Children from tumbling on the summer hills Come home with roses rooted in their cheeks. I think no man can make his life hold good—One way or other, truth is understood.

The still, sweet influence of a life of prayer Quickens their hearts who never bow the knee; So come fresh draughts of living inland air. Acquaint thyself with God, O man, and lo! His light shall, like a garment, round thee flow.

The selfishness that with our lives has grown, Though outward grace the full expression bore, Will crop out here and there like bells of stone. From shallow soil, discovering what we are, The thing most precious cannot stand the true; Who would appear clean, must be clean all through.

In vain doth Satan say, "My heart is glad, While on his brow, magnificently ad, Hangs, like a curse, his blasted diadem. Still doth the truth the hollow lie distort, And all the immortal rain stands confessed."

—New York Ledger.

What is



Castoria is Dr. Samuel Pitcher's prescription for Infants and Children. It contains neither Opium, Morphine nor other Narcotic substance. It is a harmless substitute for Paregoric, Drops, Soothing Syrups, and Castor Oil. It is Pleasant. Its guarantee is thirty years' use by Millions of Mothers. Castoria destroys Worms and allays feverishness. Castoria prevents vomiting Sour Curd, cures Diarrhoea and Wind Colic. Castoria relieves teething troubles, cures constipation and flatulency. Castoria assimilates the food, regulates the stomach and bowels, giving healthy and natural sleep. Castoria is the Children's Panacea—the Mother's Friend.

Castoria.

"Castoria is an excellent medicine for children. Mothers have repeatedly told me of its good effect upon their children."

Dr. G. C. Osmond,
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"Castoria is the best remedy for children of which I am acquainted. I hope the day is not far distant when mothers will consider the real interest of their children, and use Castoria instead of the various castor nostrums which are destroying their loved ones, by forcing opium, morphine, soothing syrup and other hurtful agents down their throats, thereby sending them to premature graves."

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"Castoria is so well adapted to children that I recommend it as superior to any prescription known to me."

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"Our physicians in the children's department have spoken highly of their experience in their outside practice with Castoria, and although we only have among our medical supplies what is known as regular products, yet we are free to confess that the merits of Castoria has won us to look with favor upon it."

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Boston, Mass.

ALLIED C. SMITH, Eyes,

The Centaur Company, 77 Murray Street, New York City.

DRY ITCHING SCALES THAT CRACKED AND POPPED OPEN.

LINDLEY, STEUBEN CO., N. Y., April 11, 1890.

POSTER, MULBURN & Co., Buffalo, N. Y.



GENTLEMEN:—When about ten or twelve years old I was troubled with cracks across the palm of my left hand, and when they healed the trouble broke out on my head, and every winter it would come out as a sort of tetter and make scales all over my head. I have not been free from it a single winter since, but it was worse last winter after I had the grippe, for then it came out in spots all over my body. I had a doctor examine me, and he told me that there was no cure for me. I got worse and worse. Scales would form over the sores and then dry out until they would crack and pop open, showing a watery matter. My skin was all like a dry wrapper. It felt as though it had dried on me. The scales were so bad that they would collect in the bed and have to be shaken out. It was about this time that I commenced using Dr. S. S. S. I was so bad that I was ashamed to take my hat off before a neighbor. I had used five bottles of another medicine without noticing any effect; but when I commenced to take Dr. S. S. S. the sores came out thicker than before, and they burned like fire; they were immense blotches of fire that would burn so I could not sleep. The way they burned and itched can not be told, and I hope no one else may ever know from experience. The only relief I could get was from washing the sores with some Dr. S. S. S.

I stuck to the medicine and was on the fourth bottle before I could see that I was really better, although I knew that it was better to get such relief from my blood than to have it stay there. I did say once that I wished I had never commenced taking Dr. S. S. S., but my wife encouraged me, and to-day I thank her for the advice, for I am in good health now, and I don't believe I ever would have been with my blood in such a condition as it was.

My scalp now is clean and clear of all scales and tetter, and on my body there are only small spots to show where the sores were, and these spots are free from scales. I do not doubt but that the cure will be perfect.

I am now on the sixth bottle and will take more until every spot is gone. I firmly believe that *Burdock's Blood Sitters* will cure the worst disorders of the blood, for such certainly was mine.

Signed,

Charles Wingate.



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For sale by JOHN H. PHELPS, Pharmacist, cor. Wyoming Ave. and Spruce St., Scranton, Pa.

P. P. P. Pimples, Blotches and Old Sores

PRICKLY ASH, POKE ROOT AND POTASSIUM Makes Marvelous Cures in Blood Poison

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P. P. P. purifies the blood, builds up the weak and debilitated, gives strength to the nervous system, cures diseases, giving the patient health and happiness. It is a powerful tonic, and will cure all the above. Advertisers will send a bottle of this medicine to the writer, and he will refund the money. Address: H. B. MERRILL, Chicago, Ill.

ABERDEEN, O., July 21, 1891. MRS. LIPPMAN BROS., Savannah, Ga.: DEAR SIR:—I bought a bottle of your P. P. P. at Hot Springs, Ark., and it has done me more good than three months' treatment at the Hot Springs. Kind regards to you. Respectfully yours, J. M. HUST, Attorney at Law, Aberdeen, Brown County, O.

To all whom it may concern: I hereby testify to the wonderful properties of P. P. P. in curing skin diseases. I suffered for several years with an unsightly eruption of the skin on my face. I tried every known remedy but in vain. Until P. P. P. was used, and am now entirely cured. (Signed by) J. D. JOHNSON, Savannah, Ga.

SKIN CANCER CURED. Testimony from the Mayor of Seattle, Wash. SPOKANE, IDAHO, JANUARY 14, 1893. MRS. LIPPMAN BROS., Savannah, Ga.: I feel it my duty to testify to the fact that P. P. P. for a disease of the skin, usually known as skin cancer of thirty years' standing, and found great relief; it purified the blood and removed all irritation from the skin, and I am now entirely cured. I feel confident that another course will effect a cure. It has also relieved me from indigestion, and stomach troubles. Yours truly, J. M. HUST, Attorney at Law, Spokane, Wash.

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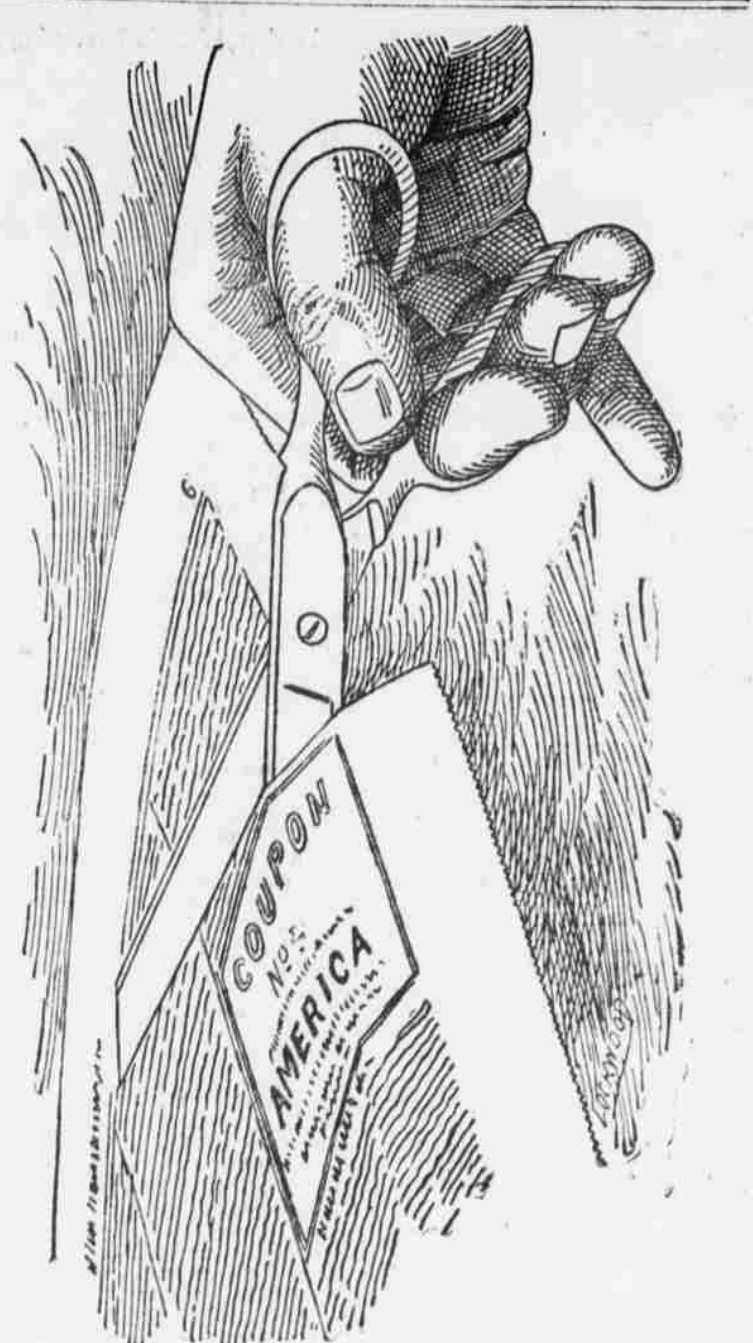
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